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The China Mail.

ESTABLISHED 1845

May 18, 1920, Temperature 74.

Rainfall 0.00 inch.

Humidity 92.

May 18, 1920, Temperature 54

No. 17,953.

二月十八

英一千九百零五年五月十八日

HONGKONG, TUESDAY, MAY 18, 1920.

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ENGINEERS and SHIPBUILDERS,
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Marine and Land Engineers, Boilermakers,
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SOLE AGENTS FOR "KELVIN MOTORS".
Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.
TELEPHONES: Works K.21; Manager K.329; Harbour Engineer K.120;
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TELEGRAMS: "SEYBOURNE".

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CARS FOR HIRE IN HONGKONG AND KOWLOON.
Agents in South China for:
Hudson, Essex, Dodge Brothers and Siddeley-Armstrong Motor Cars, Denby Motor Trucks and U. S. Tyres.
GARAGE AT 14 DES VOGES ROAD. TEL. 482. GARAGE AT 26 NATHAN RD. KOWLOON.

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A few drops sprinkled on the hands or any exposed part effectually prevents the bites of Mosquitoes and Sand Flies.

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The Hongkong Dispensary.

YEE SANG FAT CO.
JUST ARRIVED —

SMART WHITE SHOES

WHITE CANVAS
WHITE RUBBER
SOLES & HEELS.
Prices \$ 0 to \$8.00 Pair.



LADIES' WHITE SHOES

CANVAS UPPERS,
RUBBER SOLES.
\$2.50 to \$4.00 Pair.



Also complete Sizes for Girls and Children.

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OPTOMETRIST IN CHARGE: E. CHAN, OPT. D.
EYES TESTED FREE OF CHARGE.

DONNELLY & WHYTE.
WINE MERCHANTS.
TEL. No. 636.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

FRENCH AND BRITISH POURPARLERS.

LONDON, May 15.

At a conference between Mr. Lloyd George and M. Millerand to-day it was agreed to postpone the Spa conference till after the German general elections. The date of June 21 was provisionally suggested. It was agreed that the Versailles treaty be maintained in full force, particularly as regards the disarmament clauses, whose enforcement should not be postponed until after the Spa meeting. In other words the question of disarmament will not be discussed at Spa. As regards reparations M. Millerand provisionally assented to fixing a definite sum subject to certain conditions, one whereof is that France shall receive payment on account from the Germans. Financial experts are to be consulted on the question of how Germany can pay. The progress made was such that it is hoped M. Millerand will be able to return to Paris to-morrow.

After sitting the whole afternoon the conference adjourned till Sunday morning. Everything is proceeding satisfactorily.

The conference sat the whole morning. Mr. Bonar Law was present. It concluded early this afternoon when M. Millerand and the French mission departed to Paris. An official statement says the British and French governments recognise that on one hand it is to the general interest that reparation for losses and damage due to war should be secured as soon as possible and, with this object the necessary resources should be made effectively available without delay; and on the other hand it is desirable that Germany be put in a position to regain her financial autonomy by the speedy fulfilment of her obligations.

The two governments therefore agree that in order to solve the economic difficulties which are gravely weighing upon the world and mark the definite beginning of the era of peace, it is important to reach a settlement which will embrace the whole body of international liabilities which are left as a legacy of war and which will at the same time ensure the parallel liquidation of the inter-allied war debt and reparation debts of the central empires. Accordingly experts from each of the two countries will be charged, firstly, to prepare immediately for examination by their two governments proposals for fixing a minimum total for the German debt which will be capable of acceptance by the allies and at the same time compatible with Germany's capacity to pay; secondly, to determine the method of payment and the capitalisation of Germany's debt which will be best calculated to assure the realisation of the general views expressed above; thirdly, to establish conditions for division between the allies of the payment by Germany in accordance with agreements which certain allies have already reached, and which remain to be definitely settled in the case of other allies.

A CUTE ARRANGEMENT.

It is explained that payment of allied indebtedness will proceed pari-passu with Germany's payments. Thus if Germany does not pay for two years, payment by allied debtors to allied creditors will be similarly postponed.

Elucidating this communiqué by examples, if Germany has to make payments extending over a certain number of years, the allied debtors would pay allied creditors at the same rate. As regards the allied division of German payments it is pointed out that an agreement already exists whereunder 55 per cent. goes to the French, and 25 to the British, but Belgium has a fixed priority of charge. The French advanced proposals involving priority in reparation but the alternative solution outlined prevailed, and an agreement reached which the premiers regarded as a fair and reasonable settlement of a tangled problem. France gets very valuable benefits at the British expense but the latter is making concessions which she regards as right and just to France.

All eyes were directed on this conference held during the weekend. The Lloyd George and Millerand discussions were held at Phillip Sassoon's villa at Lympne, their respective staffs being housed at Hythe.

POLISH OFFENSIVE CONDEMNED.

LONDON, May 15. The League of Nations Union publishes correspondence between Lord Robert Cecil and Curzon on the subject of the Polish advance. Lord R. Cecil, writing on May 3, strongly condemns the Polish offensive and hopes the British government will immediately summon the council of the League of Nations to deal with the situation. Lord Curzon replied on May 11. He denied that Poland was preparing to attack Russia for months past. He declared that the Poles endeavoured to open peace negotiations that were genuine and only abandoned when the Poles learned that the Bolsheviks were concentrating opposite their front; the large supply of guns and materials captured from Denikin. Lord Curzon says it is impossible to invoke the intervention of the League of Nations to check an offensive in an unfinished war. The League of Nations would be in a difficult position if it attempted to mediate between Poland and the Russian government which does not recognize the League's authority. Lord Curzon disagrees with Lord R. Cecil's view that Estonia and Latvia are hostile to Poland. Lord Cecil replied on May 13, dwelling on the disease, starvation, and misery in eastern Europe, and hoping that even now steps might be taken to retrieve the position.

[Note Lord Curzon's reference to a concentration on the Polish front. He does not mention that this front is in Russia, as bounded by the Peace Conference.—Ed. C.M.]

BUSY PORT OF LONDON.

LONDON, May 15. A statement issued by the Port London authority says the position of shipping at the docks on May 12 was 74 discharging, 21 loading, 46 lying up, repairing, or bunkering, two waiting at dock to discharge or load, and one waiting in the river to dock. The total tonnage was 441,526.

KING WANTS CITIZEN ARMY.

LONDON, May 15. The King received at Buckingham Palace the lord-lieutenants of counties, lord mayors and provosts of Great Britain, whom he addressed on the subject of reconstruction of the territorial army. He said the territorial army should be reconstituted in order to become the foundation of the army system. Every possible step should be taken to speed the work. He invited those present to enlist the sympathy of employers in the formation of an indispensable volunteer citizen army.

EARLIER TELEGRAMS

(Reuter's Service to the China Mail.)

CONSTANTINOPLE OUTRAGE.

CONSTANTINOPLE, May 14th. A policeman attempted to shoot the Grand Vizier, but only wounded an attendant. The would-be assassin was arrested.

THE PRINCE OF WALES.

SYDNEY, May 14th. The Labour Council, after a heated debate, has decided not to participate in the welcome to the Prince of Wales.

EMPIRE MOTOR FUEL.

LONDON, May 15th. An Empire Motor Fuel Committee has been appointed with a view to developing the production of additional supplies in all parts of the Empire.

OBITUARY.

LONDON, May 13th. The death is announced of Mr. Ronald Burrows, Principal, King's College, London.

COUNTY CRICKET.

LONDON, May 14th. Marylebone beat Nottinghamshire by 5 wickets. Lancashire beat Leicestershire by 129 runs. Sussex beat Warwick by 138 runs. In the Sussex second innings H. Wilson scored 157.

TAXATION OF WAR WEALTH.

LONDON, May 15th. Representative banking, commercial and Stock Exchange bodies have made representations to the Select Committee, strongly criticising the scheme for the levy on war fortunes and urging the danger of a financial panic if the levy is imposed.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, report on April 14 as follows:—

Since the issue of our last report raw material values have been affected almost entirely by speculative influences, the trade-demand remaining very quiet. At New York prices have risen steadily, the market being dominated by persistent bad weather and labour reports from the growing States which have resulted in a good deal of apprehension over the new crop outlook. This has not however had the effect of raising prices for American cotton at Liverpool, there having been a further appreciation in sterling exchange as the result of which rates there have steadily declined. Egyptian has been in greater demand and prices are firmer and considerably higher. Reports on the new crop from Alexandria are more encouraging and state that the weather conditions are fairly good; land preparation is in full swing and it is rumoured that the acreage under cultivation is the largest on record. In the yarn and cloth markets there is again an absence of new features to report. The opening after the holidays was extremely quiet and there is still no improvement in the demand. Producers are however undisturbed by the continued inactivity being still confident in the belief that a renewal of buying will set in before present engagements are worked off. The wages advance is also still under discussion and whilst a settlement of this question remains in suspense with the possibility of a strike at the end of the month, both spinners and manufacturers show little keenness to go further ahead. Prices remain firm and unchanged but should the present lack of demand be prolonged there can be little doubt that there would be a considerable falling off in values. Eastern cablegrams are now coming to hand very much quicker, many of them taking one day only in transmission. The larger outlets still remain very inactive however. China enquiry is now on the smallest scale and although India offers are slightly more frequent, little has resulted as yet; dhoties, for which the absence of demand has been so marked that makers and finishers have had to turn their machinery on to the other classes, are rather more active. South America, Java and the Straits have accounted for miscellaneous lots but of small dimensions. The Home Trade also remains quiet. Silver is again lower, mainly through China selling.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Stores keepers.

BUSINESS NOTICES

J. T. SHAW

— SPECIALIST IN HEADWEAR —

— SUN HATS —

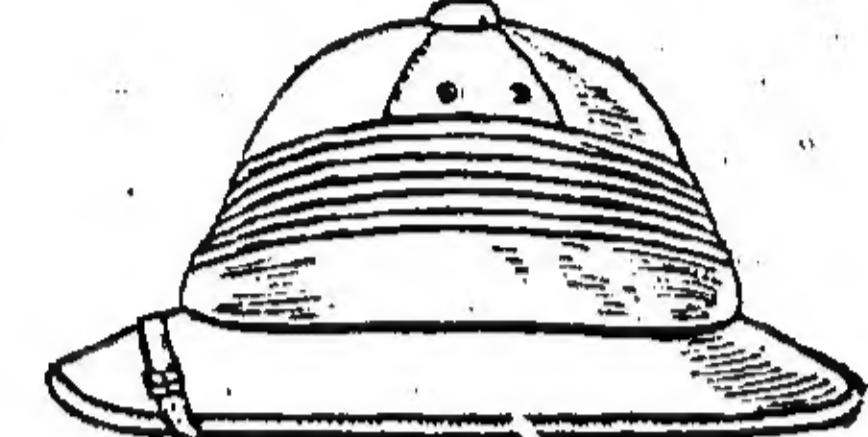
— MADE BY —

ELLWOOD, HAWKE AND TRESS.

PRICES

\$6.50

UP.



— GUARANTEED —
RAINPROOF AND SUNPROOF

J. T. SHAW

— TEL. 482 —

TAILOR and OUTFITTER

NEXT DOOR HONGKONG HOTEL

J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

A WELL-KNOWN FACT.

CAMPBELL MOORE & Co., LTD.

ARE THE ONLY

EUROPEAN HAIR DRESSERS
IN THE COLONY.

SPECIAL LADIES' SALOON
HONGKONG HOTEL BUILDING.

GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

CALBECK'S
MANHATTAN
VERMOUTH
GIN

COCKTAIL
CALBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL.

THE HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

HANDLEY PAGE LTD.

Cricklewood, London, N. W. 2.

Sole Agents for China:
PEKING SYNDICATE LTD.

Peking

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong



Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Product Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. S. G. 4th & 5th Editions.
& 1 Telegraphic Code.

Telegraphic Address
"MATION" HONGKONG.

PUBLIC AUCTIONS

The Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

FRIDAY,
May 21, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

Sundry Household Furniture,
etc., etc.,
(Removed to Sales Rooms for Con-
venience of Sale),
comprising—
Pair Tank White Enamelled Twin
Beds and Hair Mattresses, Chesterfield
Sofa, Velvet File Carpet, Small Gramo-
phone and 70 Records.

Also—
5 Cases Devonshire Cyder
(only just arrived),
And
A large quantity of Boundary Netting
for TENNIS COURT.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 18, 1920.

(FOR ACCOUNT OF THE CONCERNED),
on

FRIDAY,
May 21, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
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Four Pedigree Fox Terrier Pups,
(about 7 weeks old).

Terms:—Cash.

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FRIDAY,
May 21, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8, Des
Vaux Road, Corner of
Ice House Street—

One Australian Pointer Bitch.

Terms:—Cash.

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Sir R. Burnett & Co.'s Fine
Old Tom and Fine Unsweetened.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
TEL 616.

Wm. Powell Ltd.
TELEPHONE 346

SEE WINDOWS
FOR
CHILDREN'S
WASHING FROCKS
"JACK TAR TOGS"
AND
JUMPERS.

EXCELLENT RANGE TO
CHOOSE FROM.

ADVERSARIA.

PITTENDRIGH.—At Craigmar West,
161, The Peak, on the 15th inst.
to Mr. and Mrs. W. MCKENZIE
PITTENDRIGH, a son.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, TUESDAY, MAY 18, 1920.

POLES AND RUSSIA.

The telegrams leave us in considerable doubt as to the position between Poland and Russia. Some time ago it looked as if Russia was on the edge of peace with them and their neighbours. More recently we had reports of big Polish victories over the Russians. To-day there is more talk of peace. Some of this is news, and some only propaganda. It will be understood that those who still think the Allies are at war with the Bolsheviks regard the Poles as fighting our battles. We are not. Although Allied warships, presumably including British, bombarded part of the Russian coast, and although the Japanese in Siberia remain to play their own game, there is no anti-Bolshevik war. These are mere filibustering, on our part due to the failure at Home to dislodge Winston Churchill. The Poles have been misled into expecting Allied support, and in the hope of extending the boundaries set by the Versailles Peace Conference, have gone very far. Too far, if we may recall, the fact that on February 26th the committee of ambassadors sent a note to Poland, telling it that it had "strayed far into Russia from the eastern boundaries laid down for Poland by the Peace Conference." It is understandable that Poles might not be satisfied with what was given them. It is not understandable that any of us should support them in flouting the decision of our own Peace Conference. Bonar Law in the House of Commons made it plain that so far as Britain is concerned, she will neither bind nor hinder. Poland must settle with Russia herself. As we consider that the Russians are the stronger, we feel sorry for the Poles, and think that their "vainly ambition has overlaid itself." They may now lose some of that which the Treaty gave them. Of course the Allies may then step in to rob Russia of the reward of military success. This would make Bonar Law a liar, but that is a small matter for a politician.

The following advt.

PITY cut from a Singa-
RESERVED, pore paper has been
handed us for sympathetic comment: "Englishman, Ex-Airmen, had to descend from heaven owing to shortage of petrol, desires work. No money, no training, no influence; only handicap war service. Tuans Besar please note. 'Tuans Besar' is Malay for what we call 'Number One.' What descent from heaven means we do not know, unless he means that he was a non-producer who has at last been compelled to work for his living." If so, we reserve our sympathy. He does not seem to count "no training" as a handicap, but he will find it is one. Most of us have had to undergo tedious and expensive training to hold down our jobs. We have noticed with regret a tendency on the part of some war heroes (some, not all) to expect that they should sit on a pedestal for the rest of their lives and be served by an adoring populace. We had one on our staff a while ago. Poor beggar! They are booked for disappointment.

London papers see some foundation for THE IMPORTANCE OF OFFICIAL MANNERS! was largely due to certain British officials. That also is an old story in India and other lands where the White Man's Burden is irritably borne. The examinations that such officials pass, often with high honour, want revis-

According to Ken JOURNALISM, Neddy Jones, in his new book, "Pleet Street and Downing Street," news papordom has lost its power. Commercialism has killed it. Jones was associated with Harnsworth, and if it be understood that he is talking of that brand of newspaperdom, we need not quarrel with his assertion. For years we have seen that such journalism ought to be antisocialized, and we have done our best to discredit it by forcing the public to recognize that the printed word in the daily press should count for no more than street corner or club bar gossip, and for the same reason—it's irresponsibility. A free and independent press, however, that proves its freedom and its independence by its conduct, will always have a certain influence, because its master the public approves and desires such a mouthpiece, and in time holds up its hands as the hands of Moses were upheld. The writings of a personalty are also powerful, if he writes up instead of down to the public, and manifests some thread of principle. Kennedy Jones says no editor should ever write a line in his own paper. There are good reasons for this, but it is not yet a rule of the trade. Failing the signed article, which is unconventional as yet, the editorial "we" should be justified by free discussions by the staff in the interests of the paper. This practice, rare in newspaper offices, is encouraged on the *China Mail*. No one man is good enough to dictate a sound general policy, as we have seen in Northcliffe's case. Above all, nobody has any right to expect perfection in a newspaper, so long as it does not pose as infallible. So long as it is frankly human, and humanly frank, it will make good. A reasonable amount of general knowledge and savvy from its staff is, of course, a pre-requisite. There is no "darkness but ignorance," and the percentage of untrained ignoramuses in the Press today is unpleasantly high. Luckily for them, if not for the nation, there are sufficient ignoramus to read, enjoy, and support their publications. It used to be a superstition that all "innocents" (humane) were divinely inspired. That belief is dead. We no longer expect the higher truths from idiots.

From the point of AUXILIARY view of trade and ENGINES, we suppose there is much more

to be said for auxiliary engines on sailing craft than has yet been said. So long as cheap fuel and machinery is available, sail will be neglected.

When it gets too dear to use at a profit, the free winds of heaven, in combination with human patience, courage, endurance, and cunning, will be turned to again. Even now auxiliary sails on power-propelled ships could be more conveniently used, and so preserve the race of tested sailors we wrote on.

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TUESDAY, MAY 18, 1920.

THE CHINA MAIL.

TO-DAY'S CABLES.

(Reuter's Service in the China Mail)

IRISH REBELLION.

A POLITICAL BOG.

LONDON, May 16.

The *Observer*, reviewing the anarchy in Ireland, declared that the position of the southern loyalists has become unbearable. Women and children are arriving in England "like Russian refugees." Moreover, the extremists have extended their outrages into Ulster. It is becoming hard to restrain the covenanters. If Sinnfein goes a step further there the covenanters will crush it at all costs. Meanwhile the paper opines that Ministers are considering the alternatives of intensive military activities and maritime, and an economic policy whereby a cordon would be drawn across Ireland cutting off the disaffected interior, removing therefrom every loyalist. Thereafter the area would be utterly ignored until it came to its senses. There would be no police, no troops, no trade, no education, no distribution of revenue, no railways, and a complete administrative boycott while the loyalists should be ensured against losses until they could be returned.

It is reported from another source that martial law will be proclaimed in Ireland shortly. A drastic plan of campaign is materialising. Re-inforcements from England are to be rushed over. Lord French had audience with the King yesterday morning.

MESOPOTAMIAN OIL.

LONDON, May 16.

Attacking the Government's policy in the Mesopotamia oilfields, the *Sunday Express* declares that in 1914 the Anglo-Persian company had a hundred per cent. claim to Mesopotamian rights. Secondly, that in March 1914, owing to obstruction by Germans, who intervened through Kuhlman and others on behalf of the Turkish petroleum company, the claim was reduced to fifty per cent. although the arrangement was not ratified owing to the war. Thirdly, the Dutch combine to-day proposes to reduce the Anglo-Persian claim to 34 per cent.

AUSTRALIA AND THE OIL SUPPLIES.

MELBOURNE, May 15.

The House of Representatives passed the second reading of the Anglo-Persian oil agreement by 36 votes to 17. Mr. Hughes stated that the commonwealth government would assist oil prospectors in Papua, New Guinea, and Australia.

MOTOR VEHICLES.

BUSES AND TRUCKS.

The opening up of new motor roads around the island of Victoria, in Kowloon, and in British New Territory, has been the main cause of the sudden jump in the number of motor vehicles in use here.

Our colonial Fire Department early fell into line and the success of its motor service is unquestionable. In a place where there are practically no animal-drawn vehicles to be displaced, the introduction of mechanical means of land transportation is inevitable.

We already have had a brief glimpse of motor bus service, the Dragon Motor Car Company having had four in service running out to Repulse Bay.

What is needed here, however, is the establishment of a network of bus traffic lines, wherever there are suitable roads. Bus service to one or two points only will not be an economic success. There are flat areas and odd corners of our island which could be visited by buses throughout the day and the early hours of the night, the buses acting as "feeders" in the Tramways, or engaged entirely on their own.

The Kowloon side, the possibilities are only limited by the extent to which that city, and the adjacent New Territory, is built up. But building follows in the wake of road construction and transportation, it does not march in the van.

The pioneers, those who look ahead, who sacrifice in spring in order to reap the harvests of autumn, the modern prototypes of the early railroad builders in the Wild West of America, these are the ones to whom we shall owe thanks, and more than thanks, in the years to come. These are the ones who will be the real factors in building up Hongkong and Kowloon. And if one day, as we all hope, there are splendid, easily reached homes, apartment houses, hotels, and public and private institutions hereabouts, with all the advantages thereof, our analysis at that time must disclose that the building up of motor transportation, the only suitable form of transportation for this Colony, has been responsible for the improvements.

To abandon generalization and "come down to brass tacks" it is rumoured, (rumour being the nearest thing to news available in Hongkong,) that several private companies, and departments of the government, are nosing inquisitively into the motor transportation question. Ere long, if we are correctly informed, Hongkong and Kowloon will be edified by the sight of real motor bus traffic lines. The Kowloon Residents' Association, we are given to understand, is making inquiries, as is the Hongkong Tramways Company, and our genial friend, Mr. Lauritsen of the "Dragon" Garage, into motor bus possibilities.

The Public Works Department is interested in big dump and material conveying trucks, we understand. And the Police Department may be favoured with a couple of new patrol motors, one for service between the jail and the Courts, and one or more for patrol and emergency service in

CIVIL SERVICE SALARIES.

THE OBSERVATORY.

The new scale of salaries for the Royal Observatory Department is as follows:

Director £600 to £800 by £20 annually.

Chief Assistant Director £450 to £550 by £20 annually.

Assistant Director £360 to £450 by £20 annually.

The Director is entitled to free quarters in the Observatory and the Assistant Directors come under the ordinary rules with regard to rent.

KINEMA NOTES.

CORONET THEATRE.

Now the word "Coronet" is generally recognized as a synonym for the highest quality cinema work. We get tired of saying there's a good picture at the Coronet Theatre, there is so seldom anything else. You have only two more nights on which to see a remarkable study of bigotry, some beautiful photography, and the exquisite acting of Nazimova, in "Out of the Fog." After that a great pantomime picture, "Aladdin," comes on, with hundreds of child artists.

PLEASURE AIR CRUISING.

LIKELY TO BE EXPENSIVE.

An aerial "yacht" is among the possibilities of the near future. Experiments have been carried out by a northern firm to produce a small airship on the lines of a miniature blimp. Questioned as to the possibilities of such a craft as an air cruiser for weekends, an official on the technical side of the airship service said that the cheapness of the service had probably been exaggerated. Something nearer £10,000 than £1,000 is likely to be the market figure of any such production.

I am aware that commercial firms are conducting experiments with this object in view, but they are up against high-priced materials and labour. The cost of the engine for a speed of 50 miles an hour would be at least £500, and then there is the envelope to be considered. The cheapest thing so far found is linen.

Most other materials which have been tried are of a very expensive nature. It will, in my opinion, be some time before a cheap airship for family use is possible. The idea of a machine costing less than a car is luxuriant. —Ex.

A MODERN SUCCHI.

Several years ago one Succhi shut himself up in a glass tank at the Westminster Aquarium (no water in it but what he drank) to prove he could live for 40 days without food.

"Le championnat des difficultés intérieures" as a French journalist called it. More practical, a middle-aged Cambridge don, named Joseph Barcroft, F.R.S., was shut up in a sealed glass case to see whether one could calculate the quantity of oxygen necessary to an airman at high altitudes. The case in which Mr. Barcroft was shut up for six days was specially erected in a quiet room in the physiological laboratory. The case is about 7 ft. high and about 10 ft. broad. The floor, walls and roof were made of glass, hermetically sealed, and divided into two compartments—one fitted with a lounge chair and table, and the other with a simple bed. A sort of treadmill apparatus was included, to enable Mr. Barcroft to take exercise.—Succhi, one recalls, avoided anything likely to make him hungry. One reads that during his six days in this case Mr. Barcroft spent his time in work relating to the experiments, in taking exercise on the treadmill, and in sleeping. He was kept under observation day and night to ensure his personal safety, undergraduates and others taking it in turn to keep watch. He appears to have come through all right, but what he proved is not stated. No doubt there will be a learned paper for the Royal Society.

The greatest percentage of trucks built in America in the year 1919, was of the 1½ to 2 ton type. This type proved its worth to the American government both in connection with General Pershing's Mexican expedition and in the Great War.

The product of The White Company seems to be the most popular in America, judging from the statistics given out by that company. They manufacture every conceivable type, from motor cars on up through tower trucks for electric railways, fire department apparatus, ambulances, police patrols, hotel and street buses, and goods-hauling trucks, up to ponderous heavy-duty, 5-ton, material haulers, equipped with massive wheels, tyres and axles, and special double reduction gear drive.

In one of The White Company's brochures entitled "Passengers and Profits in White Buses" are printed many illustrations which go to prove the wonderful progress made in America in adopting motor transportation.

A fleet of 20 buses is shown, which is operated by the Baltimore Transit Company of Baltimore, Maryland.

Another fleet of similar, enclosed design, rather reminiscent of tram-cars, is operated by the Municipal Railway in San Francisco.

In Yellowstone Park there is a fleet of 112 White buses, owned by the Yellowstone Park Transportation Company.

Pike's Peak, and the Rocky mountains, are favoured roads to run on, properly cut and graded, similar to those already built here, but more heavily metallized, better banked, and much more numerous, there seems to be no

HONGKONG JUDGE BANKRUPT.

IS HIS PENSION AN ASSET?

A meeting of creditors has been held at Bankruptcy Buildings under a receiving-order made on the petition of a firm of moneylenders against Sir Francis Taylor Figgott, barrister-at-law, of Stone Buildings, Lincoln's Inn. Mr. E. Parke, Assistant Official Receiver, who presided, said that the debtor, who was formerly in the Colonial Service, had lodged a statement of affairs showing liabilities expected to rank £27,557, and assets valued at £594. The debtor stated that apart from these assets he was interested in certain business which he hoped would come to a head in a week or two, and out of which he expected to be able to pay his debts in full. The creditors passed resolutions for bankruptcy, and the appointment of Mr. David Hart, accountant, as trustee, but the Official Receiver explained that the debtor would receive notice of the application for an adjudication in bankruptcy, and could place his reasons for delay before the Registrar.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally, and of advertisers in particular, to leave the price of the "China Mail" unchanged.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE Management of the "China Mail" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally, and of advertisers in particular, to leave the price of the "China Mail" unchanged.

Hongkong, May 17, 1920.

NOTICES.

LANE, CRAWFORD & CO.

FOR SILK SOCKS.

EVERY DAY THERE IS SUNSHINE; JUST ENOUGH TO WARM US THAT SUMMER IS HERE; JUST ENOUGH TO TURN OUR THOUGHTS TO SILK SOCKS; AND THE INCOMPARABLE DELIGHT IN THE KNOWLEDGE THAT THEY ARE COMFY, SOOTHING AND DURABLE TO WEAR; PRICES RANGE FROM \$2.25, \$2.75, \$4.25, \$4.75, PAIR.

COLUMBIA NEW RECORDS RECEIVED.

A 1516	(Cohen on the Phone Happy The Married Simplicity)	Comic
A 2251	[L'ardita Valse	Whistling Solo
A 2494	(The Boy & the Birds Descriptive Princes Band In the Valley of Sunshine Tenor Solo Henry Burr	
A 2885	Peggy	C. Harrison (Say it with Flowers)

THE ANDERSON MUSIC CO., LTD.

TEL. 1322.

ROUND THE ISLAND OF HONGKONG.

BY THE BEST & MOST COMFORTABLE MOTOR CARS AT

THE SPECIAL REDUCTION PRICES:

HUDSON or CHANDLER, 7-passenger Motor Car \$12.00

OAKLAND, 5-passenger Motor Car \$ 8.00

Phone 2499. BREEZY GARAGE,

161, Des Voeux Road, Central, (next to Sincere Co., Ltd.)

FANCY BATHING CAPS

Various Styles at Low Prices.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.

TANSAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition-

which testifies to its excellency and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of

J. CLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits of Milk.

Tansan raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey Would have waived the flagon of wine away And consoled himself as any man can With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS:-

GARDNER, PRICE & COMPANY, Ltd., Tel. No. 125. 6, QUEEN'S ROAD, CENTRAL.

TO-DAY'S NEW ADVERTISEMENT.

AN EXHIBITION

OF

PAINTINGS

IN

OIL AND WATER COLOURS

BY

FAMOUS JAPANESE ARTISTS OF TOKYO

TO BE HELD AT

ST. ANDREW'S HALL,

On MAY 19th, 20th and 21st

between 1 p.m. and 6 p.m.

A CORDIAL INVITATION IS EXTENDED TO ALL

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.**SAILINGS.**To Macao daily at 8 a.m. and 8 p.m. (Sundays at 9 a.m.)
From Macao daily at 8:30 a.m. and 8 p.m. (Sundays at 8 p.m.)

Police Permit to leave the Colony are not required.

Further information may be obtained at the COMPANY'S OFFICES, Hotel Mansions,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.**DODWELL & COMPANY, LTD.**STEAMSHIP SERVICES.
FOR NEW YORK via Panama Canal.**S.S. "BOLTON CASTLE"**

Sailing about end of May.

LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE

S.S. "AFRICA"

Sailing about 1st May.

NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL S. S. CO.)Regular Services between
JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.
(TAITO KAIUN KAISHA)Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.**NATAL LINE OF STEAMERS**

TAKING cargo on through Bills of Lading to South AFRICAN PORTS with transhipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

IND APCAR LINES.

For Freight or Passage on any of the above Lines apply—
DODWELL & CO., LTD., Agents.**IRON AND STEEL PRODUCTS**
BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 516).

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

BAVARIA MARU..... Wednesday, 16th June.

HIMALAYA MARU..... Middle of July.

BUENOS AIRES Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

PANAMA MARU..... Friday, 28th May.

SEATTLE MARU..... Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

LUZON MARU..... Sunday, 23rd May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

UNNAN MARU..... Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

MITSUKI MARU..... Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S.A. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU..... Wednesday, 26th May.

CHICAGO MARU (Call Manila)..... Saturday, 6th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

ALASKA MARU..... Monday, 24th May.

JAPAN PORTS—Mojii, Kobe Yokohama, Yokohama.

MADRAS MARU (Call Kobe & Yunnan)..... Wednesday, 28th May.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW and AMOY.

OSHOU MARU..... Thursday, 20th May.

SHISEN MARU..... Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager.

No. 1, Queen's Building.

THE CHINA & AUSTRALIA S. S. CO. LTD.

FOR MELBOURNE & SYDNEY, via MANILA,

SANDAKAN & QUEENSLAND PORTS.

"HWAH PING"..... Sailing on or about..... June 1st.

"VICTORIA"..... Sailing on or about..... July 1st.

("Calling at Port Darwin")

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO. LTD.

113 Connaught Road Central.

Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

MAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	SUNNING	May 29, at Noon.
SHANGHAI & TSINGTAO	TUENCHOW	May 29, at 4 p.m.
SWATOW and BANGKOK	CHINHUA	May 29, at 10 a.m.
AMOY, SHANGHAI and PUFOU	TIAMING	May 29, at 3 p.m.
MANILA, CEBU & ILLOCO	TIAMING	May 29, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	KUCHING	May 29, at Noon.
SHANGHAI	SUNNING	May 29, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsinling (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transhipment at Wusong.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWINE.

Telephone No. 36.

AGENTS.



For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

About May 13th.

"EDMORE"..... About June 10th.

"CROSBYS"..... About June 22nd.

"IGORIEV"..... About July 12th.

"WHEATLAND MONTANA"..... About July 15th.

FOR PORTLAND Direct.

(Calling at Shanghai and Kobe).

"MONTAGUE"..... About June 15th.

"WARWICK"..... About June 23rd.

"ABERDEEN"..... About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478.

Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

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Via Panama

S.S. "DRYDEN" Sails about May 28th

S.S. "WYTHEVILLE" Sails about June 29th

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Arrivals and Departures from the Company's Wharf (near Blake Pier).

SHIPPING

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SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Mojii") Kobe & Yokohama)

From

HONGKONG

Vancouver

To

Vancouver

May 26 June 16

Empress of Asia June 3 June 21

Monteagle June 8 July 2

Empress of Russia July 1 July 19

Empress of Japan July 26 Aug. 10

El presidente de Asia July 28 Aug. 13

Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Empress of Russia Oct. 31 Nov. 8

Monteagle Oct. 26 Nov. 19

Empress of Japan Nov. 9 Nov. 30

Empress of Russia Dec. 16 Jan. 3

Passage Fares Hongkong to United Kingdom

Empress of Japan 16,800 Tons Reg. Gold 8,000 Tons Reg. Gold

Empress of Asia \$603 6,635 TONS REG.

16,800 Tons Reg. 6,635 Tons Reg.

Fares & sailings subject to change without notice.

For fares and other information please apply to

HONGKONG OFFICE, CANADIAN PACIFIC

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

(15,000 tons) (11,000 tons) (10,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd 1920. June 19th 1920. May 23rd 1920.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.

C. H. BIFFER, Tel. Passenger Dept. 1924.

Prince's Building, Ice House Street. Tel. Freight Dept. & Agent. 1211.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Steamers having good Accommodation for First Class Passengers. Electric Lights and Fans in Staterooms and Saloons.

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occurring 8 to 10 Days

TUESDAY, MAY 18, 1920.

SHIPPING

**P. & O.-BRITISH INDIA
APCAR AND
EASTERN & AUSTRALIAN
LINES**

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAYA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From	To	Destination
"DELTA"	8,000	5th June	Marseilles	LONDON & Antwerp
"NELLORE"	7,000	13th June	Marseilles	LONDON & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From	To	Destination
"MUTTRA"	4,700	22nd May	Straits, Rangoon and Calcutta	
"TAKADA"	7,000	16th May		

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From	To	Destination
EASTERN	4,000	26th May	Sunday via Sandakan, Timor, Thursday Island, Cairns, Townsville & Brisbane.	
"SAILINGS TO SHANGHAI & JAPAN				
"DELTA"	4,000	18th May	Shanghai	
"GHARINDA"		at 8 p.m. 19th May	Kobe	
"NELLORE"	7,000	Daylight 19th May	Shanghai, Moji, Kobe & Panama	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

"Calls at Antwerp.
Tickets Interchangeable.
Passenger Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of Mahr. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES,
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.
For further information, Passage Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., 22, Du Vaux Road Central HONGKONG.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASEIMA MARU (Calling Manila) Saturday, 22nd May, at 11 a.m.
FUSHIMI MARU ... Tuesday, 26th May, at 11 a.m.
TAJIMA MARU (Calling Manila) ... Wednesday, 30th May, at 11 a.m.
KATORI MARU (Calling Manila) ... Friday, 2nd June, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

HISEISHIMA MARU ... Saturday, 22nd May, at Noon.
SADO MARU ... Friday, 28th May, at Noon.
KITANO MARU ... Friday, 11th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOKA MARU ... Friday, 11th June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

KAMAKURA MARU ... Friday, 28th May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 26th May, at 11 a.m.
TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.

LIMA MARU ... Monday, 24th May.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU ... Wednesday, 26th May.
BOMBAY MARU ... Wednesday, 2nd June.

CALCUTTA & RANGOON via Singapore & Penang.

SANUKI MARU ... Tuesday, 25th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 23rd May, at 11 a.m.
NIKKO MARU ... Friday, 28th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NIPPON YUSEN KAISHA, S. YASUDA, Manager.

TELEPHONE Nos. 103 & 323.

THE CHINA MAIL

VESSELS ADVERTISED AS LOADING

DESCRIPTION	NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Tango Maru	Toyo Kisen Kaisha	On 27th May.
San Francisco via Shanghai, Japan &c.	Sutoria Maru	Toyo Kisen Kaisha	On 13th June.
Venice	Venice	Pacific Mail S.S. Co.	On 18th May.
London	London	Pacific Mail S.S. Co.	On 19th June.
San Francisco via Shanghai, Japan &c.	China Mail a.s. Co., Ltd.	China Mail S.S. Co., Ltd.	On 2nd May.
Seattle, Tacoma, Victoria & Vancouver	China	The Admiral Line	On 2nd May.
Victoria, Vancouver, Seattle & Tacoma	Afuria Maru	Osaka Shosen Kaisha	On 3rd June.
Vancouver & Seattle via Shantou, &c.	Kashima Maru	Canadian O.S. Ltd.	On 26th May.
Vancouver	Empress of Asia	Canadian O.S. Ltd.	On 20th May, at 11 a.m.
Shanghai, Kobe and Yokohama	Inada Maru	Nippon Yusen Kaisha	On 28th May.
Australia Port via Manila	Aki Maru	Canadian O.S. Ltd.	On 20th May, at 11 a.m.
New York via Panama and Havanna	Ekyo Maru	Nippon Yusen Kaisha	On 29th May.
Portland	Lucrece	Butterfield & Swire-The Bank Line	On 13th July.
New York via Panama	Montague	About 16th June.	
Bolton Castle	Dalzell & Co. Ltd.	End of May.	
Nagasaki, Kobe & Yokohama	Tango Maru	On 10th May, Dighton.	
Kobe	Gharibra	On 10th May, at 8 p.m.	
Amoy, Shanghai and Fukow	Ishang	On 10th May.	
Shanghai and Tsingtao	Yokohama	On 10th May.	
Calcutta via Straits and Rangoon	Sutoria Maru	On 1st June.	
Singapore, Penang & Colombo	Van Waerwijk	On 21st May, 2 p.m.	
Keeling via Swatow and Amoy	Kajio Maru	On 1st June.	
Saigon, Bangkok & Singapore	Unnus Maru	On 3rd June.	
Swatow, Amoy & Foochow	Haiching	On 1st June.	
San Francisco Direct	West Himrod	On 2nd May, at Noon.	
Bombay & Colombo	Luzon Maru	On 22nd May.	
London via Spore, Pang & Cbo. &c.	Havre Maru	On 28th May.	
Mauritius, Delagoa Bay, Durban	Mishima Maru	On 5th June.	
Marsilles, London & Antwerp	Panta Maru	On 10th May.	
Takao via Swatow and Amoy	Delta	On 20th May.	
	Sesha Maru	On 20th May.	

SHIPPING

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA."
HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

TUESDAY, May 18th.
WEDNESDAY, June 13th.
WEDNESDAY, July 14th.

ALSO

The following U. S. Shipping Board vessels
S.S. "WEST CADDO" SATURDAY, May 23rd for San Francisco direct.

S.S. "EASTERN MERCHANT" TUESDAY, May 23rd for San Francisco via Shanghai and Japan Ports.

S.S. "WEST CONOR" Beginning of June for Baltimore via New and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all Points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to

PACIFIC MAIL S.S. CO.

Hotel Mansions, Cable Address "SOLANO".

Telephone 141.

Powell's Building.

STRUTHERS & DIXON, INC., HONGKONG.

FOR SAN FRANCISCO DIRECT
U.S.S.

S.S. "WEST HIMROD"

JUNE 1st 1920.

Through Bs/Lading issued to all U.S. and Canadian Overland Common Points.

For Freight and Particulars apply to

STRUTHERS & DIXON, INC., Agents.

Telephone No. 3008. Powell's Building.

CHINA MAIL S.S. CO., LTD.

SPECIAL SAILING

S.S. "NILE"

HONGKONG to SINGAPORE.

The s.s. "Nile" will sail from Hongkong for Singapore direct on Tuesday, June 1st, at noon, returning on or about June 14th.

For full particulars regarding freight or passage apply to

O. H. RITTER,

Agents.

Prince's Building, Tel. Passenger Dept. 1934.
Ice House Street, Tel. Freight Dept. & Agent. 2161.

WATERHOUSE LINE

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

FOR

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

May 29th.

WEST JAPPA June 1st.

Further sailings to be announced later.

Through Bs/Lading to all Overland Common Points in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

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Kominklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

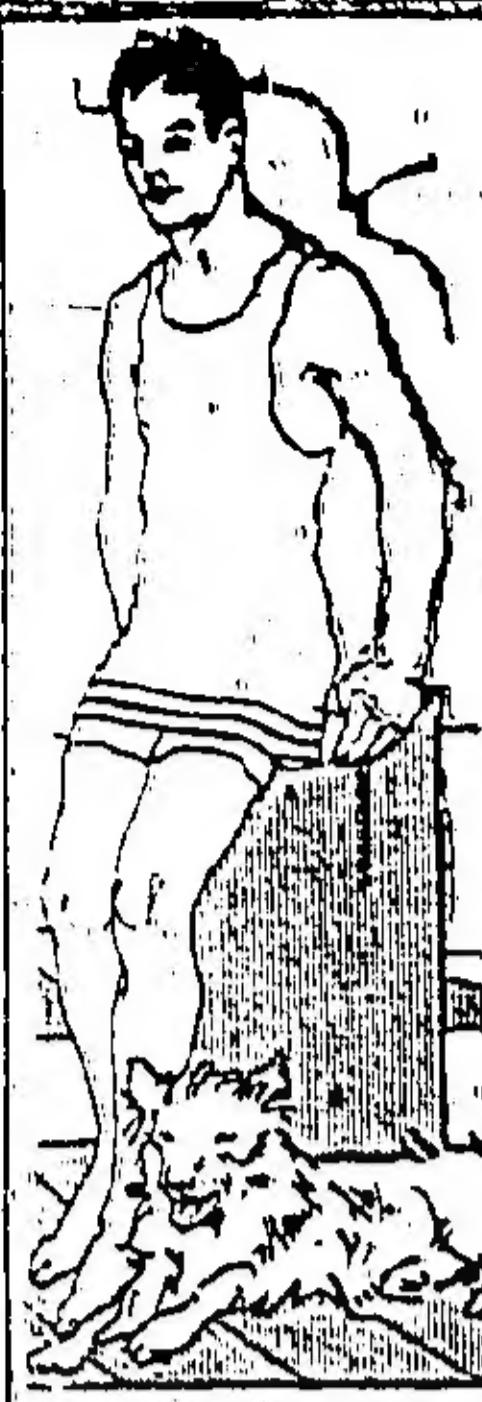
THE Steamship

"VAN WAERWYCK"

will be despatched on 15th June.

To SINGAPORE, PENANG and BELAWAN DELI.

BATHING — PARTIES



will soon be in full swing.
Choose your Bathing Suit
from our new Stock and
you'll be ready for a swim.

The newest styles in plain
colours and fancy stripes
in cotton and wool.

PRICES RANGE FROM \$3.25 per Suit.

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MEN'S WEAR SPECIALISTS.

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SUMMER BARGAINS
HIRTS
SPORT GARMENTS

Unsurpassed for

STYLE & VALUE

Guaranteed Fadeless.



THE SINCERE CO., LTD.

"Hongkong Emporium."

TRIALS SOLICITED BY
JAMES STEER
THE CHRONOMETER AND WATCH MAKER
(Contractor to H.M. Naval Yard),
8, Ice House Street, HONGKONG.

WAR DEPARTMENT CHINESE GET INCREASED PAY.

War Office Authority has been received to increase the pay of all native workmen in War Department Employ excluding Clerical Staff from April 19th 1920 on the following scale:

An increase of 32½ per cent to all employees including apprentices except No. 1, Men. Those drawing \$100 or less on January 1st 1920, shall participate to the full 32½ per cent. No. 1, men drawing more than \$100 a month on January 1st 1920 to receive an advance of 20 per cent.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS,"]

ITALIAN AVIATOR ARRIVES IN PEKING.

PEKING, May 18. Ferrarin, who is participating in the Rome to Tokyo flight, arrived in Peking at noon from Tsingtao, and received an enthusiastic welcome. The Marquise Durazzo, wife of the Italian Charge d'Affaires, kissed the aviator and his companions greeted him with vivas. The Chinese greeted him with Wansui, "thousand years."

General Ting Ching, head of the Chinese Aviation Department, presented a silver incense-burner on a stand bearing the inscription "To the First Man to Fly across the Continent of Asia."

Wang Kai-wen, on behalf of the President, pinned on the Order of Wenku (Fourth Class) on Ferrarin's breast.

The aviator leaves for Tokyo in three days.

STUDENTS' RETURN TO BOOKS

PEKING, May 18. Students resumed classes to-day.

THE VACANT PREMIERSHIP.

PEKING, May 18. Chow Shu-mu has declined the Anfu offer of Premiership. It is believed that Admiral Suh will also decline it.

Mr. T. Shirataki, who exhibits twelve oil paintings, is one of the best known artists in Japan. He graduated at the Art Academy of Tokyo in 1898 and in 1905 went to America where he studied under R. W. Vanier of New York for two years. In 1908 he went to London and Paris where he studied under the celebrated painter, the late R. Colm. In 1911 he returned to Tokyo and since then his pictures have been accepted each year at the art exhibition held under the auspices of the Imperial Department of Education. In 1918 his work was recommended for acceptance without preliminary ex-

DAIRY FARM NEWS.

Received new shipments of
**LAMB, MUTTON, BEEF,
RABBITS, HALES,
&c., &c.**
from Australia.

KIPPEES, FINN HADDOCKS, FILLET HADDOCKS,
direct from the Scottish Fisheries.

PICNIC CHEESE.

Prepared by us
and put up in neat glass jars
at 30 cents per jar.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

JAPANESE ART.

EXHIBITION IN HONGKONG.

There will be opened in St. Andrew's Hall to-morrow an exhibition of paintings, both water and oil colour, including a wide range of modern art, by seven prominent Japanese artists, two of whom have studied extensively in Europe and America.

The paintings, which reveal an admirable choice of subject and interpretation, depict beautiful landscape and seascapes scenes in and around China and Japan, flowers, fruits, etc. The exhibition will last for three days.

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amination for the exhibition, a signal honour for a Japanese artist.

Another prominent exhibitor is Mr. M. T. Takeuchi, R.A., whose exhibits include one of his best works, "A Morning in Summer" and "Putney Bridge" and "Bruges, Belgium." From his earliest boyhood Mr. Takeuchi displayed a genius for painting. Consequently, about nine years ago, his parents sent him to London where he studied under several famous masters. He spent considerable time in Rural England, especially Sussex, where several of his best works were painted. Three of his pictures—Wimbledon, Night, and Amberley by Moonlight—were hung in the Royal Academy. The last mentioned picture was purchased by Lord Lansdowne. Mr. Takeuchi has also travelled extensively in France and Belgium where he painted some of his masterpieces. Though born in Tokyo and educated in that city he has spent the greater part of his life in Europe.

The other artists whose work is represented in the exhibition are Mr. T. Atomi, one of the leading Japanese oil colour painters (16 paintings), Mr. Ishikawa (28 water colour paintings), Mr. Hashi (28 water colour paintings), Mr. K. Sona (5 oil colour paintings), and Mr. S. Shibata (5 water colour paintings).

The prices of the pictures range from \$15 to \$650.

Two new Launches are being built for the "WALLA-WALLA" fleet. Phone No. 3516.

"Keepkool" Underwear

FOR MEN.

THE NEW IDEA IN SUMMER UNDERWEAR.

"The Only Elastic Ribbed Porous Underwear."

WITH the advance of civilization the question of dress ever becomes a matter of greater importance. Particularly in tropical climates any article of dress that tends to mitigate the suffering caused by extreme heat is sure to find a cordial reception.

Discriminating people everywhere have been educated to know that underwear is the article of apparel that really requires the greatest care in its selection. The ideal underwear for hot weather must be light in weight, durable, absorbent and elastic. For these reasons the porous principle in underwear is the solution of the hot-weather problem. The pores in the fabric are in reality little cells that permit the air to circulate between the outer clothing and the skin. These little chambers allow the heat from the body to evaporate before it has a chance to condense and form perspiration, thus keeping the body dry and cool.

Underwear however, must be more than porous to be comfortable; it must be elastic. Elasticity is of prime importance as it allows the garment to give full play to the movements of the body and prevents it from chafing and binding. Keepkool underwear is the only brand that fulfills all of these necessary conditions. It is porous for coolness, elastic for comfort, lock stitched for durability, and absorbent for health. No other brand selling at popular prices contains all of these necessary features.

VESTS with Short Sleeve \$2.50 each
Size 32 to 44 inch.

KNEE DRAWERS \$2.50 each
Size 34 to 44 inch.

The NEW STYLE one Button Combination
Size 32 to 42 inch. \$4.75 each.

CALL IN AND EXAMINE THE GOODS.

WHITEAWAY, LAIDLAW & CO., LTD.

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FAIRALL & CO.

GIVING UP BUSINESS

COMPULSORY SALE

ON WEDNESDAY, MAY 19.

Chiffon Velyts, Charmeuse,

Brocades, Ninons,

Bead and Silk Trimmings.

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